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Canada, Tourist Traffic, Standing  
Committee on, 1949

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THE SENATE OF CANADA

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PROCEEDINGS

OF THE

STANDING COMMITTEE

ON

TOURIST TRAFFIC

No. 1

MONDAY, MARCH 21, 1949

The Honourable W. A. Buchanan, Chairman

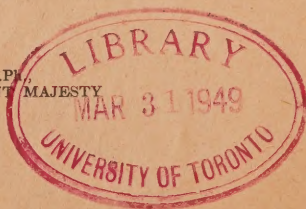
WITNESSES:

- Mr. Roy A. Gibson, Director, Lands and Development Services, Department of Mines and Resources.
- Dr. Harrison Flint Lewis, Chief, Dominion Wildlife Service, Lands and Development Services Branch, Department of Mines and Resources.
- Mr. James Smart, Controller, National Parks Service, Department of Mines and Resources.

APPENDIX "A"

Brief on The National Parks of Canada and Their Relation to the Tourist Industry.

OTTAWA  
EDMOND CLOUTIER, C.M.G., B.A., L.P.M.  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY  
CONTROLLER OF STATIONERY  
1949



MEMBERS OF THE STANDING COMMITTEE ON TOURIST TRAFFIC

The Honorable W. A. BUCHANAN, *Chairman*

The Honourable Senators

Bishop	Dupuis	Murdock
Bouchard	DuTremblay	Paquet
Buchanan	Gershaw	Pirie
Crerar	Horner	Roebuck
Daigle	Mackenzie	Ross
Davies	McDonald	St-Père (22)
Dennis	McKeen	
Duffus	McLean	



## MINUTES OF PROCEEDINGS

MONDAY, 21st March, 1949.

Pursuant to adjournment and notice the Standing Committee on Tourist Traffic met this day at 11 a.m.

*Present:* The Honourable Senators: Buchanan—Chairman, Bishop, Crerar, McDonald, McKeen, Roebuck and Ross—7.

The Committee proceeded to the consideration of the Order of Reference of 17th March, 1949, authorizing the Committee to inquire into and report upon the activities of the various agencies concerned with promoting tourist travel in Canada.

The official reporters of the Senate were in attendance.

Mr. D. Leo Dolan, Director, Canadian Travel Bureau, Department of Reconstruction and Supply, was present and it was agreed that he would be heard at a later date.

Mr. Roy A. Gibson, Director, Lands and Development Services, Department of Mines and Resources, was heard with respect to the program for improvement of the roads, camps and other services in the National Parks of Canada, and was questioned.

Mr. Gibson presented to the Committee a brief on The National Parks of Canada and Their Relation to the Tourist Industry, which was ordered to be printed in the record. (See Appendix "A").

Dr. Harrison Flint Lewis, Chief, Dominion Wildlife Service, Lands and Development Services Branch, Department of Mines and Resources, was heard with respect to the conservation of wildlife in the National Parks of Canada, and was questioned.

Mr. James Smart, Controller, National Parks Service, Department of Mines and Resources, was heard with respect to the development of Fundy National Park in the province of New Brunswick, and was questioned.

It was resolved to report recommending that authority be granted for the printing of 800 copies in English and 200 copies in French of the evidence given before the Committee, and that Rule 100 be suspended in so far as it relates to the said printing.

At 12.45 p.m., the Committee adjourned to the call of the Chairman.  
Attest.

H. ARMSTRONG,  
*Clerk of the Committee.*





## MINUTES OF EVIDENCE

THE SENATE

OTTAWA, Monday, March 21, 1949.

The Standing Committee on Tourist Traffic, which was authorized to inquire into the tourist business, met this day at 11 a.m.

Hon. Mr. BUCHANAN in the Chair.

The CHAIRMAN: Gentlemen, you will recall that when we met last week Senator McDonald suggested that today we take up a matter which he brought to our attention. Later on, for reasons which I do not know whether he will want to explain or not, Senator McDonald found that it would not be convenient to take up that matter this morning. A number of witnesses are present, including Mr. Dolan, the Director of the Travel Bureau, and Mr. Gibson, the Director of the Lands and Development Services of the Department of Mines and Resources, as well as a number of officials from the Parks Service. What order does the committee wish to follow with these witnesses?

Hon. Mr. ROEBUCK: Use your own judgment, Mr. Chairman.

Hon. Mr. BISHOP: I understand that Mr. Dolan came here expecting that the steamship question would be discussed.

The CHAIRMAN: Mr. Dolan, have you any statement to make to us?

Mr. DOLAN: No, Mr. Chairman. As I told Senator Bishop, I thought the matter of the Eastern Steamship Company was to be taken up this morning, and I came prepared to discuss that matter only.

The CHAIRMAN: But have you material on the operations of the Travel Bureau?

Mr. DOLAN: At the office, Mr. Chairman, but not with me.

The CHAIRMAN: That being the case, we had perhaps better delay hearing Mr. Dolan. I do not know whether Senator McDonald would wish to ask Mr. Dolan any questions about the steamship matter.

Hon. Mr. McDONALD: Mr. Chairman, I would prefer to delay that matter until our next meeting, when I think we should be able to get more information than we could get today.

The CHAIRMAN: Then if Mr. Dolan has no material on the operations of the Travel Bureau, we had perhaps better postpone hearing from him.

Mr. DOLAN: I could get that information in a short time from my office, if you wanted it this morning, Mr. Chairman.

Hon. Mr. McKEEN: If we are going to hear Mr. Dolan at a later meeting, why not excuse him this morning and take all his evidence at the one time?

The CHAIRMAN: Very well. Then we will release Mr. Dolan and call Mr. Gibson.

Mr. ROY A. GIBSON, Director, Lands and Development Services, Department of Mines and Resources: Mr. Chairman, as usual I have prepared a brief, and I thought that to conserve time I could leave this with the committee and make a general statement.

The CHAIRMAN: Copies of your brief have been distributed to members of the committee, I understand.

Mr. GIBSON: During the past year the attendance at the National Parks was the largest on record. We made more improvements in the parks than in any previous year since the parks have been in operation. Figures are given in the brief and it will be unnecessary to mention them now. The principal improvement is to the roads. We are setting the roads up for hard surfacing and doing this by the contract method. In years gone by we did our work by day labour, but for a number of reasons that was not feasible in the past year. Contractors had the equipment, there was a desire to conserve American dollars, we were not in a position to purchase equipment and we could not recruit the skilled staff to operate it. By engaging contractors on a cost-plus fixed-fee basis we have made substantial progress and we intend to continue by that method this year.

The chief difficulty that we experienced with our program last year was that it had been so long since we had made any major improvements to our highways that people who use the roads took a long time to realize that they would not be as convenient for travel while the improvements were in progress. However, our visitors from a distance accepted the situation quite philosophically, realizing that to get good hard-surfaced roads there will be a time when these roads are difficult to travel over. We learned a lesson last year about handling traffic on the roads. We found that it promotes better understanding of the situation to have a man right on the job handling traffic, and also to make sure that nobody gets bogged down because of the temporary state of the roads.

We have received from Mr. Dolan the comments of all the travelers visiting the national parks last year. We find the people are generally very pleased, but the road difficulty has been the chief concern; that is the reason I mention it at this time. We plan this year to build a little more road than we did last year, and there will also be improvements to the camp grounds which look after the overflow. One of our troubles in the parks is the lack of accommodation. It is a two and a half months' proposition in a great many of the parks, and the people cannot afford to spend money to build accommodation as rapidly as the need arises; consequently, the improvement of our camp-grounds provides excellent additional facilities for travelers. The overflow goes to the camp-grounds where visitors accommodate themselves comfortably and at very little expense.

The facilities for recreation are being improved. We are providing a recreational centre in Jasper, where there has been very little opportunity for recreation in the past. Bowling greens are being put in to take care of some of the patrons who are getting older and for whom the golf course is a little strain on the heart.

We have received great benefits from the advertising of the Canadian Travel Bureau. That includes a great many views of the park, and assisted greatly in the attraction of travelers from the United States. The facilities for recreation in the winter are being improved, and in some places, such as Banff and Revelstoke, the tourist season is being lengthened by these winter recreational facilities. The attractions in the park are as great as ever. The forests have been protected adequately. Fortunately, we have had good seasons, there has been plenty of rain at the time of the year when the hazard is usually greatest. In some instances this is a little hard on tourists, but it does make the protection of the forests simpler.

The game is very abundant; in fact, we have been able to supply provincial government areas with surplus game from our national parks. The game in the parks is managed under the most modern methods; we conduct scientific investigations and act on the recommendation of scientists.



I have with me today Mr. Smart, our controller of National Parks Service, and Dr. Lewis, head of the Dominion Wildlife Service. If there are questions anyone would like to ask about our work, we should indeed be glad to answer them.

The CHAIRMAN: Mr. Gibson, what is the system of registration in the western parks? Does every person who goes into the park take out a licence in some form?

Mr. GIBSON: Right.

The CHAIRMAN: That is all right for the person who enters the park only once during the season, but what happens if a man re-enters the park? Does he register the second time?

Mr. GIBSON: He would not actually take out another licence, but they would register him coming through; that is done in order to know the number of visitors coming in.

The CHAIRMAN: There is no duplication in the registration, as far as you know?

Mr. GIBSON: No, there is not.

The CHAIRMAN: I should like to ask you, Mr. Gibson, about the roads. When you spoke of roads you referred to those in the parks.

Mr. GIBSON: Yes.

The CHAIRMAN: What about the roads entering the park? Have you proper roads going into most of the parks? For instance, have you any hard-surfaced highways? Of course you have into Banff from Calgary, but what about the other parks?

Mr. GIBSON: Mr. Chairman, I think that last year was probably the worst year for the approach roads to the park. The roads in southern Alberta were in terrible condition. There again we must be generous with the provincial authorities, as we expect them to be generous with us. The roads were then under reconstruction and there was ample evidence that they intend to improve these roads. The tendency on the part of our parks organization is to emphasize the necessity for improving the roads that go from the international boundary to the park. Other people stress the trans-Canada highway. We believe from what we have seen that the provinces are improving these access roads. I take it that is the reason they urged the Dominion to do more in the field of trans-Canada highways.

Hon. Mr. McKEEN: I note from your brief that a chairlift was built by a private club at Banff Park. Was any assistance given to the enterprise by your department?

Mr. GIBSON: We actually collect a certain amount of revenue on the enterprise; we do not give any financial assistance.

Hon. Mr. McKEEN: You arrange a lease for the area over which the chair goes?

Mr. GIBSON: That is right, and the commissionaire contributes a certain amount. It is not a large amount, but as business gets good—

Hon. Mr. McKEEN: It is on a percentage basis?

Mr. GIBSON: Yes.

The CHAIRMAN: Is it proposed that the trans-Canada highway will go through the Banff National Park? What about heavy traffic of buses and trucks going through the park?

Mr. GIBSON: Mr. Chairman, we have never been able to make our roads wide enough to be safe for the operation of big trucks at the time people are there in the tourist season, and consequently we have refused to give them the right to operate through the park. Of course they may come into the park with supplies

for people who are there, but they cannot use the park as a through highway. Nothing would please us better than to have the park roads wide enough so that all sorts of traffic could go through. It is going to be very difficult because, as you know, park roads are very winding, and you can do nothing about it; it is not like the prairie where mile after mile is straight. These park roads wind through valleys, and are not wide enough to be safe for the big freight-hauling trucks.

The CHAIRMAN: You do not object to the traffic provided the roads are wide enough and safe enough for its operation?

Mr. GIBSON: That is so. We would not like to encourage it; on the other hand, one cannot sit astride the trans-Canada highway and make a bottleneck of it.

Hon. Mr. McKEEN: I take it that if the trans-Canada highway builds through the park it will be wide enough for trucks?

Mr. GIBSON: Certainly.

Hon. Mr. McKEEN: It would not be narrowed down in one spot; that is, if it goes through the park, it will be the same width as anywhere else.

Hon. Mr. CRERAR: In that regard, Mr. Chairman, there is not only a question of the width of the road in parks, but the strength of the road. If we make it unlimited as to the weight of trucks that may go through, then we have to completely revise the standards on which roads in the parks have been built in the past. It is the business of the provinces to build the ordinary roads; inside the parks the Parks Administration and, through them, the federal government are responsible. But if you take Banff National Park as an illustration, as I recall, we would have from the eastern boundary of the park to the western boundary of Yoho Park down beyond Field.

Mr. GIBSON: That is right.

Hon. Mr. CRERAR: What distance would that be? Fifty miles?

Mr. GIBSON: About eighty-five miles.

Hon. Mr. CRERAR: About eighty-five miles of road that we would have, taking Banff National Park as an illustration, from the eastern boundary of the park to the western boundary of Yoho Park. I repeat that if we are going to have a road that will carry ten-ton trucks, then not only will we have to have a wider road but we will have to have a much heavier traffic road; and we get no revenue from it, I believe. Do we get revenue from the gasoline taxes in the park?

Mr. GIBSON: No, we do not.

Hon. Mr. CRERAR: That goes to the province?

Mr. GIBSON: That goes to the province.

Hon. Mr. CRERAR: The gasoline tax on gasoline sold in the park goes to the province. The licence fees for the trucks and the cars go to the province. So that for this particular service that we might render to trucks going through the park we get no revenue except a share of the licences for local vehicles in Alberta parks.

Hon. Mr. McKEEN: The same thing is true if the Dominion government contribute anything to the park highways through there; the gasoline is not sold by the government; the province keeps the revenue just the same. So I take it that in the parks the only change would be on that road which would be the main highway, that they would not need the right to go on these side roads.

Mr. GIBSON: No.

Hon. Mr. McKEEN: Certainly as far as the strength of the road is concerned, if they build this Canadian highway they must have it strong enough in all its parts.

Mr. GIBSON: Yes.



Hon. Mr. McKEEN: And the mere fact that it goes through the park won't make any difference to the traffic. The only thing I see as regards trucks is that you may have to have some safeguards because in the parks you might have some game straying on the highway; and there are the playgrounds also to be considered. In Yellowstone National Park they have warning signs about game coming out on the road and causing congestion all the time.

Hon. Mr. CRERAR: I do not know to what extent the Parks Administration should be asked to stand the expense of building a road for purely federal purposes.

Hon. Mr. McKEEN: They would not expect the Parks Administration to build the Trans-Canada highway through the parks, would they?

Hon. Mr. CRERAR: The Parks Administration?

Hon. Mr. McKEEN: Yes.

Hon. Mr. CRERAR: Of course. The federal government would have to pay it, through the Parks Administration.

Hon. Mr. McKEEN: It might be done through them, but if they did it through them they would give them an extra grant, I suppose.

Hon. Mr. CRERAR: I don't know. It is an interesting question. Personally I would like to see the roads through the parks improved, hard-surfaced, and get away from the dust and gravel nuisance. But that is not for the purposes of aiding the transportation of freight through the parks, but for the purpose of inducing people to visit the parks and enjoy them.

Mr. GIBSON: Mr. Chairman, if the Trans-Canada highway goes through Banff and Yoho National Parks the Parks Administration will retain the control of traffic in the park areas, and will impose whatever speed limits or other safeguards are necessary.

The CHAIRMAN: Well, could you prevent certain types of traffic going through the park?

Mr. GIBSON: That would not be our idea, but they would have to travel under safe conditions. If there were parts of a park where they should travel slowly we would have to indicate them.

The CHAIRMAN: My reason for asking the question is that I understand the decision has actually been reached that the Trans-Canada highway is to go through Banff National Park, over the road to Revelstoke, and that the British Columbia government has agreed to that; and I understand the compromise in Alberta is for that highway. That is the reason I brought up the question as to the movement of heavy traffic on that highway through one of our principal parks, for which we would certainly require a great improvement in roads, and I think it would be a menace to the tourist business in the park. That is my own view.

Mr. GIBSON: Well, as I have explained, we have prevented the travel of trucks through the national parks because we did not think that the road was safe for that traffic; that is, safe not only for the trucks but safe for the other people who would be travelling over the road. There have been surveys made to determine the nature of the road that should be built to make it reasonably safe for that kind of traffic. Some of those surveys indicate that if it was a four-lane highway, and at places a double highway, it would be very expensive; but that has got to be faced in connection with this new Trans-Canada highway.

Hon. Mr. McDONALD: Would the most direct route take you through the national park, through the seventy miles that you spoke of a moment ago?

Mr. GIBSON: Mr. Chairman, I know that this has been discussed by the provincial representatives with the authorities here, and certain news releases have been given out indicating that the planned route of the road is by way



of Calgary, Banff, Field, and out that way. We have received no official notification of that in the department. All we have done so far is to say that if the road is going through the park we want to know about it in plenty of time so that we can say something about the conditions under which the road should go through the park.

The CHAIRMAN: As a matter of fact there are three proposals for the Trans-Canada Highway. One, through Edmonton, the Yellowhead Pass, down to—what? Kamloops? And another is the southern route, from Medicine Hat to Lethbridge, the Crownsnest Pass, East Kootenay and West Kootenay; and as I say, an announcement has been made—I think it is official, but we will say anyway that it is semi-official—that there be a compromise by going through the Banff National Park through what they call the central route. That is the reason I bring up this question of heavy traffic going for many, many miles through our park areas. Not only do I consider it a menace by reason of the heavy traffic itself, but also there is the expense of putting these roads into shape to carry that heavy traffic; while on the other routes proposed they serve the existing communities, a lot of that traffic goes through there anyway, and in time there will be hard-surfaced roads, and they are the most suitable to carry that kind of traffic. I do not like the idea of this through heavy traffic going through one of our finest park areas.

Hon. Mr. McKEEN: I think probably the purpose of Senator McDonald's question was one which I have been thinking about: is there a route from the point of entry to the point of exit of the park that will be shorter than the eighty-five miles, that would be a direct route through there, such as you would have for a through highway, rather than one you would have for a park highway, where you would want to see the scenic attractions?

Mr. GIBSON: This is the most scenic route.

Hon. Mr. McDONALD: And that is the shortest route?

Mr. GIBSON: Yes, that is the best route. It is the only route that could be provided there.

Hon. Mr. McKEEN: That is, if you go through the park.

Mr. GIBSON: Yes, through Banff and out through Yoho Park.

Hon. Mr. McDONALD: Mr. Gibson, can you tell us about the White Mountains? There is a main road leading down from there, is there not? Do they have any trouble in properly safeguarding the park's interests?

Mr. GIBSON: From conversations that we have had with the Americans about road building I know that this is one of their headaches, just as it is one of ours. In dealing with park areas we have to keep in mind that the welfare of the Dominion must be conserved as well as the welfare of the tourist industry and of those who wish to make their holidays in the parks. It has been our attitude latterly to try to prevent park interests from conflicting unduly with other legitimate interests. It is not that we want commercial activities to invade the parks, far from it, but for instance where the park sits on the Trans-Canada Highway we cannot very well say that we will not allow the highway to come through the park. The building of the Trans-Canada Highway through Banff Park and Yoho Park will no doubt bring certain problems into those parks that otherwise would not arise. At the same time it will probably help to move some types of the products of our country more easily.

Arguments have been advanced that the policy we pursue at present because of the necessity for safety is actually operating against certain industries that have been established in our country, not only in Alberta but in British Columbia. It is said that we should take a tolerant view. We have not been able to do that, because of the fact that we could not build the road wide enough



or, as Senator Crerar says, to specifications that would guarantee safety. It is going to be an expensive business to build the Trans-Canada Highway to safe specifications through Banff and Yoho Parks.

Hon. Mr. McKEEN: What about Highway 10 going through Riding Mountain Park? I would take it that that is going to be a main highway.

Mr. GIBSON: A main highway, yes, sir. It is not as difficult building a road in Riding Mountain Park as it is in Banff and Yoho Parks, although it is difficult enough. We are trying to build that road so that it will be safe for the traffic that will use it. Fortunately there is not so much trucking through there as there is bus traffic, and the bus people are keenly alive to the necessity for safe operation.

Hon. Mr. McKEEN: Who is paying for that?

Mr. GIBSON: At the park gateway they pay a fee.

Hon. Mr. McKEEN: But I mean, who is paying for the road, the Dominion or the province?

Mr. GIBSON: The Dominion Government.

Hon. Mr. McKEEN: There will be a realignment of the present road through the park?

Mr. GIBSON: Well, it follows pretty much the original line.

Hon. Mr. McKEEN: But there are deviations in some places?

Mr. GIBSON: Yes, that is right.

The CHAIRMAN: Do you know whether commercial traffic is allowed through Yellowstone Park?

Mr. GIBSON: I am not familiar with their traffic problem, Mr. Chairman. Of course, the individual states have a say in the regulation of motor traffic. Each state can charge its own rates for travel.

Hon. Mr. McKEEN: I went through there last year. The big buses go through there but I could not say whether the freight buses do. As Mr. Gibson says, the individual states can make their own charges. I know that one of the states, either Virginia or one of the Carolinas, passed a bill which put a tax of 5 per cent on the pay-load, and they charge on the basis of the mileage through the state. For example, freight originating in San Francisco and going through to Washington would pass through there and the buses are required to stop and have their invoices checked. Then a charge is made on the percentage basis; that is the state takes its percentage of the amount collected by the trucker, the state's tax being computed on the number of miles that the truck runs through the state. A lot of truckers were by-passing the state, but the main highway happens to be through there and the state is making enormous collections.

Mr. GIBSON: Of course in the United States there are a good many main highways that do not go through parks at all.

Hon. Mr. McKEEN: I am not suggesting that the trucks should be taxed in this way at the entrance to our parks. Do not think that.

The CHAIRMAN: This question of building the Trans-Canada Highway through one or two of our best known parks is an important one, and I think we should get as much information as we possibly can about it. I do not like the idea of a lot of heavy traffic moving through a great deal of the parks area when there are available routes that would serve settled communities for the carriage of traffic to the same destinations that would be reached through the parks. What do you think about this, Senator Crerar? You are familiar with the set-up.

Hon. Mr. CRERAR: It seems to me the problem is a bit involved and difficult. Nearly 20 years ago the route through Banff National Park was assumed to be the route of the Trans-Canada Highway, and along about 1933 or 1934 the Federal government undertook to build what was known as the Big Bend Highway. That was just a big loop between Golden and Revelstoke, the only available route unless a mountain was tunnelled. Well, I think I am correct in saying that today a car going through from Ottawa or Winnipeg or any intermediate point to Vancouver would have to use that route. That is, it would go through Banff and Yoho National Parks for 85 miles, and then into the province of British Columbia along this Big Bend Highway to Revelstoke, and from there by roads, some good and some indifferent, down to Vancouver. The Federal government gets little revenue from roads through the parks, and the point that concerns me is whether it is fair for the Parks Administration to have to bear the expense of building not only wide roads but roads heavy enough to accommodate heavy bus and freight traffic.

A question that one of these days will probably have to be tackled a little more vigorously than it has been, is the extent to which public money should provide a high-standard highway for people to make earnings out of passenger traffic and freight haulage. A comparable instance is that of railways. True, they received assistance in some cases from governments, but in the main they had to bear the expense of building their own railway lines, for their method of transporting passengers and freight. Now if the highways are to be built at the taxpayers' expense in order that bus companies and freight-moving trucks may use the highway for their benefit, then there is a nice question of how far the public should go, particularly through parks. That was a point I was trying to make, perhaps rather clumsily, a little while ago. Apparently from what Senator McKeen says, there is a practice in some parts of the United States of making an assessment on the volume of passengers and freight that is carried through a certain area. That might have some merit here. My point is that if we have to provide park roads—and if we do it with Banff we will have to do it with other parks—for carrying heavy buses and freight-hauling trucks, we will be only commencing expenditures. The original purpose of these parks was to provide places for recreation. The building of modern highways would mean, I anticipate, that the secondary roads would be left in rather poor condition in order to concentrate on the larger expenditure for the highway carrying the heavier traffic.

Hon. Mr. McKEEN: That is the reason I suggest that the same people who pay for the rest of the trans-Canada highway should pay for that part which goes through the parks. In other words, in Alberta, the government bears a proportion of the cost and the federal government pays the balance; they should take the highway right through the park. I do not say that the control of the highway in the park should be taken away from the park authorities; the patrolling of the road for safety purposes should be left in the hands of the park authorities; however, the cost should be borne by the same body who builds the highway in the province where the park is located.

The CHAIRMAN: And that body should maintain it too. It must be remembered that the road will have to be maintained the year around, winter and summer, spring and fall. It would be an expensive proposition to maintain it in the winter time.

Hon. Mr. McKEEN: The revenue derived from the operation of trucks by way of gasoline tax is, in our province, fairly high; the licence for the carrier is also quite expensive. That revenue is received by the provincial government, representing the seven-cent gasoline tax and the licence fee, and the parks board does not get a dime of it.



Mr. GIBSON: Mr. Chairman, I do not think there will be any trouble concerning the financial arrangements of the trans-Canada highway being kept separate from the funds for other roads. One matter that has concerned us a little, though it has not reached any definite stage, is the suggestion in the newspapers that British Columbia should not be expected to keep up the road which Senator Crerar referred to, around by the Big Bend of the Columbia, but instead we should be required to build a park road through Glacier National Park. Now the road around the Big Bend, as Senator Crerar will remember, was undertaken partly because it was more feasible, and partly to avoid going through the Glacier National Park, which is a large area in a natural state. It is one of our nature reserves, and we would have strong views about putting that route from Big Bend through Glacier Park. As Senator Crerar has properly said, it is a most difficult country to go through. From our point it constitutes a nature reserve which we wish to protect as such.

Hon. Mr. BISHOP: Is there any estimate of the proportion of tourist traffic coming into the park as compared to that going to other resorts?

Mr. GIBSON: We have not made a comparison as to what the proportion is, or what ratio it would bear to the larger compilation for the whole Dominion. Mr. Dolan has stated, as have many others who are interested in the tourist traffic, that the parks are our greatest tourist lure. The attendance is limited because we cannot provide accommodation for more; we could get considerable more people if we had the accommodation for them. Our great attraction is, of course, the parks which are largely nature reserves. There are many American scenic areas where industry has been allowed to invade the territory, and where they have artificial lakes and other made scenery. The Americans do not need to go far to see that type of park, but they will travel a considerable distance to see great natural reserves such as we have in our parks.

Hon. Mr. McKEEN: Why was there such a big drop in the number of people who visited Waterton Glacial area last year.

Mr. GIBSON: It was because the roads in southern Alberta were appalling.

The CHAIRMAN: Perhaps I can answer that question better, as I live in the park. It was almost impossible for me to get down there comfortably last year, because of the condition of the roads. The American Tourists usually come through that way and go up to Banff and Jasper, but the roads were so bad that the traffic was diminished.

Hon. Mr. McKEEN: The road must have been repaired to Banff because I see that its attendance jumped nearly 60,000.

Mr. GIBSON: The visitors came in another way. They can come in from the west to Banff, from the east or from the south; it was the southern route that was difficult.

Hon. Mr. McKEEN: There was some talk about a road to be built into American territory, and the American government was going to cede some lands for that purpose. Do you know whether anything was done on that project?

Mr. GIBSON: That was one feature introduced in connection with the trans-Canada highway, but I do not know the details.

Hon. Mr. McKEEN: There was a 60-mile stretch that the American government was asked to cede to the Dominion of Canada, in order to save a good deal of time and money on that road. It was near Nelson, was it not?

Mr. GIBSON: Yes.

Hon. Mr. McKEEN: But nothing was done about it?

Mr. GIBSON: No settlement.

Hon. Mr. McDONALD: May I ask, Mr. Gibson, if the parks commission, or any other branch of federal service, has taken any interest in the proper marking of historical sites, of which we have so many, or is that left to the provinces?

Mr. GIBSON: Mr. Chairman, there is a board called the Historic Sites and Monuments Board, consisting of eminent historians representative of every province in the Dominion, and under the chairmanship of Dr. Webster, whom you probably know. The Board recommends to the government the areas which are of national importance and should be marked as historic sites. It also recommends the names of some outstanding people, mainly those who have passed on. The same attention is given to marking the places with which their names are identified.

Hon. Mr. McDONALD: I was aware of that; but do you take any interest in the road signs to point these out?

Mr. GIBSON: Yes, we do. As you know, most of the cairns are along the road sides. Or sometimes we ask the provincial people to put a sign a little in advance of where one will encounter the cairn, saying that in so many yards there is a cairn; and sometimes, when it is important enough, we put out a direction sign ourselves; but as a rule highway matters are controlled by provincial governments, and they put up their own signs. We put up the cairns and maintain them.

The CHAIRMAN: Any other questions of Mr. Gibson?

Hon. Mr. Ross: Is there any provision being made for further accommodation at Banff, for instance, during the coming season?

Mr. GIBSON: Mr. Chairman, in Banff during the last year we were able to convert, as accommodation for people in the lower income brackets, a number of buildings that were formerly on the prisoners-of-war camp at Seebe. We moved them up in the winter time, divided them in half, fixed them up a little, and invited returned soldiers who had had some training in that sort of thing to take them over and run them; and we have found that these places were filled every night last year.

The CHAIRMAN: Did you impose a very light charge?

Mr. GIBSON: They rent for a dollar and a dollar and a half a night per person. They were very well patronized and the people were very well satisfied. We have not any funds in this year's estimates to extend that, but we did manage to get \$100,000 for trying the same thing down in the three Maritime parks. We are going to see how it works down there and evolve some sort of policy out of that. We will build on Prince Edward Island National Park, Cape Breton Highlands National Park and in the new national park in New Brunswick.

Hon. Mr. McDONALD: Are you any nearer the annual question of getting the province to co-operate in having the park at Blomidon proceeded with in the near future?

Mr. GIBSON: As I was preparing for this meeting, sitting in the corner talking to Mr. Smart, he said, "I am sure you will be asked a question about Blomidon"; and I said, "Well, we have done our part; we have asked the province if they want to give us the area, and they have not replied."

The CHAIRMAN: Mr. Gibson, do you assist financially any approach roads to parks?

Mr. GIBSON: Not under the present policy. We have done it in the past, but not at the present time.

The CHAIRMAN: You are not doing it now?

Mr. GIBSON: No.

The CHAIRMAN: I mean, you would not assist the province of Saskatchewan in the construction of a hard-surfaced road to Prince Albert Park, or the Manitoba government to Riding Mountain Park?



Mr. GIBSON: Well, in justice to the province of Saskatchewan I might say that they have their highway almost to the park gate now. They have not got a hard top on it, but they have got it almost to the park gate now.

The CHAIRMAN: But they had a policy of that kind at one time.

Mr. GIBSON: At one time, yes. I think it is probably tied up with the Trans-Canada highway idea, that the provinces are building the north-south roads and the Dominion assisting in the Trans-Canada east and west.

The CHAIRMAN: Senator Roebuck had a suggestion about fish at the first meeting, but I was not able to get anybody on the subject of fish, but I have an authority on wild life here and I think he could probably give us some interesting evidence. He is an official of the Parks Service. We have Mr. Smart; we have some other officials of the department; we have this statement that has been submitted. I think that possibly in order to have the records complete we might place these statements in the report of the proceedings today, although they were not read to us, but they were submitted to us; and then, if there are any more questions you want to ask Mr. Gibson or any other officials of the department after that—it is 12 o'clock—we might have Dr. Lewis come before us and tell us something about wildlife in the parks. I understand he is not only acquainted with the subject of wildlife in the parks, but wildlife outside the parks.

Hon. Mr. BISHOP: That does not apply to the tourists, I suppose!—

Hon. Mr. CRERAR: Before Mr. Gibson leaves—just as a matter of curiosity: are you having serious trouble with the big cats—the cougars—in Banff and Jasper?

Mr. GIBSON: We have not had much trouble latterly. As Dr. Lewis will explain, we are keeping up a continuous survey of wildlife in the parks. This work proceeds just as quickly as we have the scientific personnel available. It might not be out of place for me to remark at this time that we have great difficulty in retaining the services of these trained scientists who assist with these studies, because the financial rewards offered on the other side of the line are much greater than are offered here, and it is only when a man has that extraordinary zeal that marks Dr. Lewis and his associates, that he prefers to stay in his own country and carry out his work. We have been able latterly, as a result of the activities of these scientists, to gauge our management policy much more accurately, to instruct our wardens so that they can do their duties more efficiently, and to define the wildlife policies which we have in our parks. Conditions there are a little different. A park is supposed to be a museum of natural history: we are supposed to have natural conditions in a park somewhat different from the control of wolves in sheep country, or something like that, where they are supposed to be cut right down. We have certain well-defined policies which we follow as a result of investigations; and I might say that we occasionally hear that we are protecting the wolves so that they can run out on to the farmers' areas—but don't you believe it! I think probably Dr. Lewis can tell this story much better than I can, senator, and with your permission, Mr. Chairman, I will sit back.

The CHAIRMAN: All right. First of all, are there any more questions to be asked of Mr. Gibson while he is before us? Mr. Gibson would you say this, as a result of your evidence this morning, that any falling off in attendance at some of the parks—you know the one I have in mind, but there are others—is due entirely to the character of the roads leading into them?

Mr. GIBSON: That is so, Mr. Chairman. It has been said by so many that it would be folly to even modify it.

The CHAIRMAN: We have got to have better roads if we are going to have better patronized parks? Not so much roads in the parks, as roads leading into the parks?

Mr. GIBSON: We had the flood conditions in British Columbia, which were difficult, of course; but there is nothing like bad roads to keep people away from the parks.

The CHAIRMAN: Well, if it is agreeable, we will hear Dr. Lewis. Would you come up, doctor? You are Chief of the Wildlife Service, I understand, in the Parks Development?

Dr. HARRISON FLINT LEWIS: Mr. Chairman, I am the head of the Dominion Wildlife Service. It is not now in the Parks Department, it is under Mr. Gibson beside the National Parks Service.

The CHAIRMAN: You are outside as well as inside the parks?

Dr. LEWIS: Yes. We are a fellow service, if I may say so, to the Parks Service.

The CHAIRMAN: Would it be well to have Dr. Lewis tell us something about his work, or should we simply question him? I think we might like to know something about his work, and then we can follow up with some questions.

Dr. LEWIS: Mr. Chairman and members of the committee: the Dominion Wildlife Service was formed a little over a year ago, on the 1st of November, 1947, by amalgamation of what had been the Wildlife Division of the National Parks Bureau and the Wildlife Division of the Northwest Territories Administration. These were united within Mr. Gibson's branch as the Dominion Wildlife Service, and there has been some addition to it since that time. The function of the Dominion Wildlife Service, briefly stated, is to attend to all Dominion interests in the wildlife resources of this country. These include the wildlife in the national parks and in the Northwest Territories, which are a large part of Canada; the administration of the Migratory Birds Convention Act, a federal statute implementing in Canada the Migratory Birds Treaty between His Majesty and the United States of America for the protection of birds that migrate back and forth across the boundary each year; and a few minor matters, such as our occasional international relations, meetings and discussions of possible new agreements and so on in connection with the conservation of wildlife.

The CHAIRMAN: What particular animals have you got in the parks, and has there been an increase in their numbers?

Dr. LEWIS: Well, Mr. Chairman, the animals in the national parks of course differ in different parts of the country. The animals native to the Rocky Mountains are quite different from those native to Nova Scotia, for example. The largest assemblage of game is to be found in the mountain parks, where we have moose, elk, mule deer, mountain sheep, mountain goats, beaver, marten and various small animals; also some predatory animals, such as wolves, cougars, coyotes and black and grizzly bears. In the Maritimes there is not as large an assemblage of wild animals, but there are white-tailed deer and a few moose and some beaver, muskrat and other small animals. Of course, there are also many species of wild birds in these parks in different parts of the country. In the prairie parks, such as Riding Mountain and Prince Albert Parks, there are animal populations intermediate between those found in the east and the west, including elk, moose, white-tailed and mule deer and beaver, but not mountain sheep or mountain goats.

In Elk Island Park, in Alberta, we have a very fine herd of buffalo that varies from 900 to 1,000. The park is not large enough to maintain in good condition a larger herd. Our chief herd of buffalo is of course in Wood Buffalo Park in northern Alberta and the southern Northwest Territories, and numbers between ten and eleven thousand head.



Hon. Mr. BISHOP: I suppose the game in the parks is protected, is it?

Dr. LEWIS: In the national parks it is protected against hunting and interference by anyone except the parks staff, and they can take only the necessary management measures.

Perhaps mention should also be made of the sport fishing in the parks, which is attended to by the Dominion Wildlife Service. Fishing in Canada in general is under the Department of Fisheries, but the angling within the national parks is an exception and is attended to by our Service. We have a Doctor of Philosophy in that line of work.

Hon. Mr. ROEBUCK: That is fish philosophy?

Dr. LEWIS: That is correct, sir. We call him a limnologist. That title does not contain any obvious reference to fish, but actually he oversees the care and management of the angling resources within the national parks.

The CHAIRMAN: Do many big game hunters go into the Northwest Territories?

Dr. LEWIS: No, Mr. Chairman, because there is a prohibition against outside hunters going in there. While the Northwest Territories are a large area and take up a big space on the map, they are for natural reasons relatively poor in these renewable natural resources. We are finding that they have important mineral resources, but in plant and animal life they are relatively poor in resources per square mile. That is due in part to the lack of good soil over the great part of the territories. Wildlife, like any other life on earth, has to obtain its nourishment in the first instance from the soil. The animals feed on plants or on other animals that feed on plants, and where there is not very good soil you cannot expect large resources in wildlife. The last continental glaciation of a few thousand years ago pushed most of the soil in the region that we call the Northwest Territories farther south and dumped it in southern Canada and the northern United States, and there has not been time for much soil to form up there since then.

The coolness of the climate up there is also adverse to the production of a large crop of wildlife. The development of wildlife requires warmth. Fish in Great Bear Lake, for example, grow much more slowly than they do in Lake Winnipeg, because there is not as much heat received per square mile in Great Bear Lake as there is in Lake Winnipeg. For the same reason plant growth is also much slower in the north. So the wildlife resources in the Northwest Territories are hardly more than sufficient to maintain the population that is resident there, the aboriginal population, the Indians and Eskimos, and the white people who are settled there in connection with mineral and fisheries developments. Therefore it has not been thought prudent to allow big game hunters from outside to hunt in the Northwest Territories. Non-resident hunters on payment of a small fee may hunt birds in the Northwest Territories.

Hon. Mr. McDONALD: That does not apply to Prince Albert Park?

Dr. LEWIS: No. That is in Saskatchewan. Of course there is no hunting in the park.

The CHAIRMAN: Can you tell us about the experiment with reindeer? Has it been a success? Is the herd growing?

Dr. LEWIS: Mr. Chairman, the herd of reindeer is much larger than it was when first brought from Alaska and placed on the east side of the Mackenzie river. It has shown considerable growth during the period that it has been under our care. It suffered a severe setback three or four years ago when a number of experienced personnel started out in one schooner on the Arctic sea and were lost in a terrific storm, for before they could be replaced and things organized again there was a considerable diminution in the herd. Now, however, a new staff is on the job there and the reindeer are again on the upgrade.

Mr. GIBSON: Mr. Chairman, if I may interject, I would point out that the problem is not in the raising of reindeer but rather in getting the natives to take them over and maintain the herds as proprietors. Two of our reindeer herders who had each become owners of 800 deer and increased the number by wise management were lost at sea in the storm to which Dr. Lewis has referred. We have just recently succeeded in getting other herders to take on those responsibilities and we expect to develop from now on.

The CHAIRMAN: This committee is concerned with tourist traffic. The wildlife in the parks and in the territories, you have told us, is not available to tourists who wish to hunt game. Have you any acquaintance with the wildlife situation outside the parks and territories, that is wildlife which might prove an attraction to tourists at certain seasons of the year? And if so, have you any idea what amount of money tourists interested in this wildlife might be expected to spend here?

Dr. LEWIS: Mr. Chairman, there is no question about the importance of the attraction of wildlife outside the parks and territories for tourists who wish to hunt. I am sure that our great railway systems and other agencies that transport tourists would assure you that they derive a very considerable revenue from people who come to Canada in order to hunt wildlife. Big game and upland game birds, such as pheasants and partridges, in the various provinces are not administered by the Dominion but by the several provincial administrations.

Hon. Mr. McDONALD: But they are protected by the Parks Branch?

Dr. LEWIS: In the parks, they are, yes sir.

Hon. Mr. McDONALD: That protection helps the outside areas?

Dr. LEWIS: That provides for an overflow, yes. The waterfowl of course are migratory birds and are protected under the Migratory Birds Convention Act, in co-operation with the provinces and in conjunction with the Royal Canadian Mounted Police, and in areas where these appear they are an attraction to tourists who come into Canada to hunt. While the wildlife in parks may not be hunted it does provide a definite attraction to tourists, both resident and non-resident, because, as a result of the protection given wildlife in the parks, it is relatively unafraid and people who wish to see it, to study it, to photograph it, or to show it to their children come in large numbers to the parks, where they can find bears, elk, moose and mountain sheep and mountain goats with little or no difficulty. In this way the wildlife in the parks is a very strong attraction to a great many people, especially to our neighbours to the south, many of whom live in large cities or other thickly-settled areas.

Dr. Lewis, does your branch have any publications with regard to wildlife? Recently in London I met the Chairman of the great National Park of South Africa, and he sent me a booklet—a soft-covered booklet—on the various animals in that park, which animals are of course indigenous to South Africa. The publication is exceedingly interesting and I was wondering whether your branch had anything of the kind.

Dr. LEWIS: Our publications on wildlife in the parks are not on the scale that I should like to see them. The Parks Service publishes booklets on the various parks, and the booklet concerning each park has a section on the wildlife in that park. Also the Wildlife Service publishes certain pamphlets about migratory birds and how to attract them and care for them. I think there is room for a considerable increase in the publicity on wildlife in the parks, but the staff required to do such work is only in the early stages of development, and is extremely busy, doing the research and administrative work that has to be carried on day by day. The preparation of a proper pamphlet, with text and illustrations, requires a good deal of time, care and attention, if the material is to be accurate and attractive. As I say, we are just in the process of initiating and developing the staff to handle that work.



I might remind you, Mr. Chairman, that our Wildlife Service is very young. Last year we arranged for a professional photographer, who has a flair for taking wildlife pictures, to go into the mountain parks, in the Rocky Mountains, and take a series of motion pictures of wildlife to be used for publicity purposes. That series is now in process of being edited and prepared for distribution. We hope to make a similar arrangement this year with respect to other parks.

Hon. Mr. McDONALD: Mr. Chairman, I wonder if Dr. Lewis could tell us what has been done to repopulate parks with animals that have become extinct or nearly so. With respect to the Cape Breton National Park, for instance, has any attempt been made to get some larger animals located there, or would they survive?

Dr. LEWIS: Mr. Chairman, this is a question which has been given very active attention. Last year we successfully conveyed ten moose from Elk Island Park, Alberta, to the Cape Breton Highlands National Park. This was accomplished in spite of great difficulty, including a hurricane which blocked the highway. The moose were released in the Cape Breton park, and this winter the wardens are paying special attention to them. Our latest information is that they are thriving. The Cape Breton Highlands National Park was the habitat of large numbers of moose in the earlier days, until the Scotchmen arrived in Cape Breton; since that time they have not been able to live there together. The moose were exterminated as far as Cape Breton Island was concerned.

Hon. Mr. ROEBUCK: That usually happens.

Dr. LEWIS: Now that we have a fair-sized national park there, we hope for a different picture, and thus we have stocked it with moose. It has been suggested that other animals be introduced, but we would prefer to make haste slowly; we would like to see how we come out with the moose, for a year or two, before introducing other animals. With respect to Prince Edward Island, it is of course too small a park for such an experiment. The new Fundy park has moose in it already.

Hon. Mr. McDONALD: Are there any elk down there?

Dr. LEWIS: Mr. Chairman, there are no elk in the eastern parks, and I am rather hesitant about any attempt to introduce them. The elk is a very insurgent animal; we have trouble with it in the western parks, which are very much yarger in area than the eastern parks, because of over-population. When the elk has eaten all he can in an area there is nothing left for moose, deer, or sheep to get; he not only starves himself, but other animals as well. He is a dominant animal. We have trouble with him in the large parks, but we are able to handle him there. While Cape Breton Highlands Park is convenient in size, it is not nearly as large as the western parks. I would therefore like to be more sure of my ground than I am now before introducing elk into Cape Breton.

The CHAIRMAN: Do the elks become somewhat of a nuisance in the areas surrounding the western parks, that is flow over from the mountain parks on to the ranches and farms?

Dr. LEWIS: Mr. Chairman, that is correct. As was mentioned earlier this morning, one function of the National Parks was to serve as reservoirs of wildlife, in which wildlife could propagate and increase under protection, and then overflow onto provincial lands for hunting. That happened with the elk, but when they overflowed the national parks, it appeared that they were not wanted in the provincial areas.

Hon. Mr. McKEEN: They were destructive to crops.

Dr. LEWIS: They were somewhat destructive to crops, that is true, so we had to re-orientate our policy with respect to elk. Prior to that the view of both the dominion and provincial authorities was that overflow was desirable and

that the elk population should be built up and allowed to overflow. Now we have to provide for such control and management as to balance things so that the overflow will be reduced, and attempt to squeeze through between the hunter and the farmer, so as to provide some elk for hunting but not enough to annoy the farmer or rancher.

Hon. Mr. McDONALD: To be fair to my Scotch friends in Cape Breton, Mr. Chairman, I think I should answer the statement made by my friend, Dr. Lewis, by saying that it was not the Scotch that killed the moose, but they died because of a disease that developed amongst the moose.

Hon. Mr. CRERAR: Did they get the disease from the Scotch?

Mr. GIBSON: The last two swam the Strait of Canso.

Hon. Mr. ROSS: I should like to hear what Dr. Lewis has to say with regard to the cougars. There is a difference of opinion as to whether or not the game wardens should try to eliminate the cougar to a considerable extent, so as to allow other game to propagate and overflow and give the hunter a chance.

Hon. Mr. CRERAR: I was about to ask a similar question. I recall several years ago there was some concern in the Mountain Parks for fear that the deer were being decimated by the cougars or large cats; it was thought that if the cougars increased the deer would ultimately disappear. I should like to know how the situation is now. As I recall, we took some steps to destroy or reduce the cougars.

Dr. LEWIS: That is right.

Hon. Mr. CRERAR: Theoretically if the cougar increases in sufficient number he can pretty well destroy all other wildlife in the park; then you would start afresh.

Dr. LEWIS: Mr. Chairman, our policy with respect to wildlife in the national parks is one of management and control. This applies to cougars as well as to elk, and to animals of any kind which, if they become too numerous, cause destruction. If we adopt a policy of hands off, let them alone, or balance of nature, one might expect that things would adjust themselves. That would be true to a very considerable extent if the areas were isolated and not interfered with in any way. As a matter of fact, man has an effect on the national park areas; there are railways through several of the parks, and highways through others; there are also buildings and resorts of one sort and another. The grounds are not in their primitive state, and the wildlife population is very much affected by the great deal of alteration that has taken place in the country adjoining the park. We feel that it is quite out of the question to leave the wildlife in our national parks strictly alone to increase if they will, or to die, as the case may be. We attempt to maintain a policy of management based upon the best scientific information that we can obtain. Our staff of scientists is quite small but it contains some very excellent men; we are busy every year checking the various problems and obtaining additional information. It is quite correct as Senator Crerar mentioned, that a few years ago the cougar population in the Mountain Parks was cut down as a management measure. They were not wiped out, because I do not think anyone would wish to see any form of vertebrate life completely eliminated; our parks are placed there to maintain these animals, both for the pleasure of the public and for scientific information and to be used as may be required from time to time. The cougar, as I have said, was sharply reduced some years ago and now they are under annual observation. There has been a slight increase in the number of cougars since that time, but up to this winter they have not reached the level where any further control or management was required. Should they reach that level, the surplus would be removed at once, in accordance with the general policy. Actually, we have more trouble with the elk than the cougar, and more need for the removal of the surplus of that animal; but the policy would apply to both whenever it is required.



Hon. Mr. CRERAR: Could you give us any information, Dr. Lewis, on the state of the buffalo that were transferred to the Wood Buffalo Park in northern Alberta and partly in the Northwest Territories? Are they increasing or have you any information on that?

Dr. LEWIS: Yes, we have information. We have a mammalogist, a scientist who studies mammals, at Fort Smith, close to the park. He maintains a continual supervision of the buffalo population. As you know, the park has an area of 17,300 square miles, and many parts are wooded; so that one cannot learn the number of buffalo in the area simply by walking around and counting the buffalo one sees. We are using an air census method, and during the past winter the mammalogist there has been engaged in taking a count of the buffalo; he examines a series of airstrips, flown at a fixed height, and counts the buffalo seen in a particular distance. When we get enough of those strips in a random pattern, then we feel we can multiply the number of animals in that area by the proportion of the total area of the park to that area, and thus arrive at a reasonable approximation of the total number of buffalo. While the final figures have not yet been compiled, an interim report indicates the buffalo to number between 10,000 and 11,000 animals. This represents some increase over the population of a few years ago, but it is not a very rapid increase. In this connection I think we should take into consideration that this is what one would call a marginal habitat for the buffalo; it is farther north than most areas in which the buffalo lived naturally. Although a population of buffalo may be maintained in this northern area, it is not as well suited to these animals as the southern prairie provinces or the central United States, where they lived in large numbers. I doubt if we can expect in this northern region, anything like the rate of increase to be obtained elsewhere.

Hon. Mr. ROEBUCK: Perhaps they need assistance at certain times of the year.

Dr. LEWIS: That may be so, but that sort of thing has been found to be detrimental to the buffalo. In the United States it has been abandoned in recent years. In Yellowstone National Park, where there are large numbers of buffalo, they now allow them to look out for themselves. When hay is fed to these wild animals, it does not agree with their digestive systems; it is not their natural food, and there are some direct losses, as well as a general deterioration in the herd. It is better, we believe, to allow the animals to subsist on the natural food as they find it; they should be protected, and there should be enough food for them, but it must be in its natural form. It is probable that in Wood Buffalo Park lack of food is not a critical factor for buffalo.

The CHAIRMAN: This evidence has been very interesting, Dr. Lewis; at least, I have enjoyed very much what you have told us. It may not help the tourist traffic industry, but we have gotten some information on Canada's wildlife.

Mr. Smart, have you anything that you would like to tell us, or has the subject been fully exhausted in the questions asked of Mr. Gibson? Did you have anything further that you would wish to say. Mr. Smart, gentlemen, is the controller of the parks department.

Mr. J. SMART: Mr. Chairman, I think we have covered quite well all the subjects for discussion, but probably I would be allowed to say something about the new park recently established in New Brunswick. It has been going for a year now; you saw the bill when it was before the Senate, which had to do with the Fundy National Park.

Hon. Mr. BISHOP: Why did you not call it the Bay of Fundy National Park? It is on the Bay of Fundy, is it not?

Mr. SMART: It is on the Bay of Fundy; it borders the bay for nine miles. The name arose through a competition that was held among the schools in New Brunswick, and we left the naming of the park to the provincial authorities. They submitted the name "Fundy". We have got along very well with the development of the park, and we hope that some time in the latter part of July or the early part of August we will be in a position to have an official opening.

As I see the park, it is on the main route of American travel into the Maritimes. I think it will serve a good purpose, and is well situated for people touring through to Prince Edward Island, or to points in Nova Scotia. It will be more or less a recreational park. It is a very beautiful spot, one of the most beautiful spots that could be found in New Brunswick. We looked over several other areas, and this seemed to fill the bill as representative of New Brunswick.

Hon. Mr. CRERAR: What is the park area?

Mr. SMART: Eighty square miles, approximately.

Hon. Mr. CRERAR: What are the natural features, like forest land?

Mr. SMART: It is rolling country. Its elevation is from sea level to 800 feet above sea level, with quite precipitous hills in spots. It is well timbered. As a matter of fact from a forestry point of view it is almost the optimum for the growth of spruce, especially red spruce. We were rather doubtful at first if we could get this area, because it is such a valuable timber area; they can grow pulpwood there in from twenty-five to thirty years.

Hon. Mr. CRERAR: Any lakes and springs?

Mr. SMART: No, it is devoid of them; at least it has not got as many lakes as we would have liked to have found in it. It has a few. It has some good streams which formerly or originally were good salmon streams, but, with the logging that has been going on for the last century or more in that area and adjoining areas, and using these streams, the streams now are dammed up.

Hon. Mr. BISHOP: That is a very old part. You would think it would be settled. It was largely settled, was it not?

Mr. SMART: It was settled in the corner that we are developing now for the main park centre, that is in what they call West Alma. The provincial government expropriated all the property in there, and the people were very well satisfied with the settlement they got for their property. They are mostly people that have small farms; they are dependent on the timber work. They were not fishermen, and they have not lost very much: as a matter of fact most of them have done very well by the taking over of the park, and they are quite satisfied and very co-operative.

We have examined other areas in British Columbia for possible park extensions, but so far none of these areas has been settled upon as national parks.

Hon. Mr. ROEBUCK: When a property becomes a park it is not lost to timbering, is it? You still log the right timber, do you not?

Mr. SMART: No, we do not allow commercial exploitation. But we do a certain amount of timber work in the way of improving the stand or protecting the stand from disease,—removing hazard conditions.

Hon. Mr. ROEBUCK: Do you not cut timber that is ripe? Do you let it grow old and fall down?

Mr. SMART: No; we are not supposed to cut timber to that extent.

Hon. Mr. ROEBUCK: I don't know why.

Mr. SMART: The idea is to leave the national parks areas in their natural state as far as possible, but to aid nature when we can if it is necessary. They



are fully protected from fire; in fact we have most intensive protection on national parks from damage by fire; and of course we have got the insect pest trouble, and through the help of the Department of Agriculture, the entomology branch, we take certain precautions to cut down on the insect depredations.

Mr. GIBSON: Pardon me if I intervene for a moment. Probably it would be well for Mr. Smart to explain that in some of the parks we do allow cutting under permit. As Mr. Smart has said, we allow cutting where it improves the stand. That is the test of the Parks Act,—if it improves the stand. In certain areas there is cutting to what we call a budget. We have flown the area, had it all mapped, indicating the different types of timber; had volumetric estimates prepared to indicate what is there and how much can be cut to improve the stand and to promote growth, so that not only will we have the attractive forest cover required for all purposes, but also allow what we do not need to be used by people nearby who need it.

Hon. Mr. ROEBUCK: I would have thought so.

Mr. GIBSON: Probably Mr. Smart can tell you what we propose to do down in New Brunswick.

Hon. Mr. ROEBUCK: No; I tell you what we might be interested in, if you have some literature: we are a Tourist Traffic Committee, and if you are distributing literature that shows the benefits and the attractiveness and the facilities of the parks, I think we ought to be on the mailing list.

Mr. GIBSON: Not only will we be glad to do that, but Mr. Smart will be glad to see any of this committee at his office at any time—he has all that information at hand—or, I shall be glad to answer inquiries by telephone, and see that you are supplied promptly with anything that may be useful. We will see that your name is on the mailing list.

Hon. Mr. ROEBUCK: Put us all on.

Mr. SMART: The only other point I thought had not been covered was the possibilities of private enterprise entering into the business of providing accommodation in national parks. The door is open all the time to people with financial ability and experience to establish these places of accommodation,—bungalow camps and hotels would be the main part. We generally provide the camp-grounds and camp-grounds facilities. In the New Brunswick Park, while, as Mr. Gibson has mentioned, we are going ahead with some bungalow camp operations, and in other Maritimes parks as well, it is simply to get the thing started, and we hope that private enterprise will step in also and help us out in the matter of accommodation.

We have had a great increase in our attendance at the parks this year, although some parks showed a decrease. We could handle all the people that came to the parks: there has been quite a change in recent years. People on account of the withdrawal of restrictions on gasoline and tires and so forth are moving more; there is a bigger turnover. There was not the same congestion in our parks even last year with our big attendance as there was a few years back; and I think, with the indications of increased accommodation that are coming on this year, we shall be able to handle even a greater number of tourists than we handled last year.

The CHAIRMAN: Thanks very much. We are very much obliged to the gentlemen who gave evidence this morning. We had hoped to have had a little better attendance at the meeting, but Monday morning is not satisfactory as a rule for committee meetings. But I am sure we have had very useful evidence. It will be published and spread among the rest of our members and to the House of Commons as well. I hope it will bear some result.

We ought to have a report from the committee to-day of its proceedings. I will read this:

The Standing Committee on Tourist Traffic beg leave to make their third report, as follows:—

Your committee recommend that it be authorized to print 800 copies in English and 200 copies in French of its proceedings, and that Rule 100 be suspended in relation to the said printing.

All which is respectfully submitted.

Hon. Mr. CRERAR: Just a question: did we have 800 copies in English last year?

The CLERK OF THE COMMITTEE: We had 600 last year, sir. It is increased by 200 this year.

Hon. Mr. CRERAR: Do you have a demand for them?

The CHAIRMAN: We are almost out of them.

Hon. Mr. CRERAR: We do not want to get into the habit of printing any more than is necessary. I don't know how many million tons of printed material goes out of Ottawa now.

The CHAIRMAN: It has been indicated that the number should be increased because of demands for printed copies of the report.

Hon. Mr. CRERAR: Well, all right.

The CHAIRMAN: Is that agreeable to you?

Some Hon. SENATORS: Yes.

The Committee then adjourned, to resume at the call of the Chair.



## Appendix "A"

### The National Parks of Canada and Their Relation to the Tourist Industry\*

The administration of National Parks during the fiscal year 1948-49 was featured by a greatly increased program of development. The appropriations provided by Parliament for new work and for maintenance were the largest since the establishment of the Parks, and permitted a satisfactory beginning on a broad program of Park Highway improvement and extension as well as the development of other essential services. Excellent progress was made in the provision of additional tourist accommodation by private enterprise on sites made available by the National Parks Service. These services were augmented by improvements in the Park campgrounds and the extension of camping areas. Good progress was also made in the development of Fundy Park in New Brunswick, the latest addition to the National Parks system. The official opening of this area is planned for this summer. Inspections of proposed additions to the National Parks system in Western Canada were also undertaken and reports prepared.

#### *Tourist Attendance*

Attendance at the National Parks during the eleven-month period ended February 28th, 1949, totalled 1,343,936, the greatest number of visitors ever recorded in the Parks in any one year. This figure represents an increase of 110,612 over the corresponding total for the year 1947-48 and was achieved in spite of conditions which interrupted or interfered with travel to many points in Western Canada. These conditions were the result in part, of severe floods early in the year and to the poor state of approach roads leading to National Parks, particularly in Southern Alberta and British Columbia. In addition heavy rain in the National Parks during July and August seriously affected travel and had the effect of curtailing the stay of those already in the Parks.

Nevertheless, notable increases in attendance were registered at Banff and Elk Island National Parks in Alberta, Riding Mountain National Park in Manitoba, Point Pelee and the St. Lawrence Islands National Park in Ontario, and Prince Edward Island National Park. Practically all the National Historic Parks were visited by a larger number of persons than during the previous year. A comparative statement of attendance at the Parks for the period under review is attached.

#### *Appropriations*

Appropriations totalling \$7,897,728 were voted by Parliament during the past year for National Parks and Historic Sites Services. Of this figure more than \$3,000,000 was provided for reconstruction and improvement of highways and the replacement of bridges. Considerable amounts were also made available for the extension and improvement of Park trails and camp grounds. The sum of \$500,000 was voted to begin the development of Fundy National Park, New Brunswick, where progress was made in the provision of recreational facilities, including an outdoor swimming pool and golf course. Erection of administrative and staff buildings was well advanced and construction of roads to the Park administration areas commenced. A substantial sum was provided for the development of a central recreational area in Jasper National Park. Considerable amounts were also made available for the purchase of much needed equipment and supplies at many of the National Parks.

\* Some information about Canada's National Parks prepared by the Director, Lands and Development Services Branch, Department of Mines and Resources, for the Senate Committee on Tourist Travel, March 21st 1949.

### *Highway Development*

A large proportion of the work expended on highway development was undertaken in the Mountain Parks of Alberta and British Columbia. In Jasper National Park sections of the main highways were improved and rebuilt in preparation for hard surfacing. Twenty-nine miles of the Jasper-Edmonton highway were rough-graded, of which 27.5 miles were fine-graded and 24.1 gravelled. The road-way was widened to 32 feet and extensive revisions in alignment made. In addition 16 miles of the Banff-Jasper Highway were rough-graded, of which 14.5 miles were fine-graded and gravelled. The erection of three new highway bridges in Jasper National Park was undertaken, one of which was practically completed at the end of the construction season.

Good progress was made on the reconstruction of the Banff-Windermere Highway in Banff and Kootenay National Parks. This is one of the principal approach roads for traffic originating in southwestern Canada and northwestern United States, and 13 miles in the Kootenay Park section were rebuilt to a width of 32 feet. Reconstruction of the Banff section of this highway was practically completed including a new bridge over Boom Creek.

In Yoho National Park the construction of a new bridge leading from the Trans-Canada Highway to the town of Field was commenced.

Satisfactory progress was made in the reconstruction of the Akamina Highway, one of the outstanding tourist drives in Waterton Lakes National Park. Construction of five miles of this road involving heavy rock excavation, was completed and presents an excellent appearance. The Prince Albert National Park highway from the southern boundary to Park Headquarters at Waskesiu, was in the course of partial reconstruction and improvement preparatory to hard surfacing. In Riding Mountain National Park regrading and re-alignment of the Dauphin-Clear Lake Highway was commenced preparatory to hard surfacing. Hard surfacing of the main highway in Point Pelee National Park was completed. Good progress was made on the revision of the Cabot Trail in Cape Breton Highlands National Park, Nova Scotia, which involves 11 miles of new construction between Ingonish and Neil Harbour. Revision of the Cap Rouge section of the same road was practically completed. In Prince Edward Island National Park a new marine drive 8.5 miles in length, connecting North Rustico with New London Bay, was completed. Numerous other roads utilized by Park visitors have been or are under improvement.

### *Tourist Travel Accommodation:*

One of the most pressing problems in the administration of National Parks has been the provision of sufficient travel accommodation to meet the ever-increasing demand. It is gratifying to report that during the past year new bungalow cabin concessions were granted in Banff, Kootenay, Prince Albert and Riding Mountain National Parks, and good progress in the construction of bungalow cabin units is reported. In addition, forty buildings owned by the National Parks Service in Banff National Park were leased to war veteran concessionaires. These have been converted and are in use as low rental cabin accommodation. A large building in Point Pelee National Park also was leased to a concessionaire for accommodation to park visitors. Additional accommodation provided by private enterprise in the National Parks included a new hotel in Banff. Plans are also underway for an addition to an existing hotel in Banff which will provide for about 125 new rooms. Additional bungalow camp accommodation at Jasper, Waterton Lakes, Cape Breton Highlands, Fundy and Prince Edward Island National Parks is either planned or under construction.

In order to assist concessionaires in meeting increased expenses due to the rising costs of materials, the Department recently announced a reduction in



the fee charged as rental for sites occupied by bungalow camps. This measure is expected to attract additional concessionaires interested in the provision of travel accommodation.

Increased use of public campgrounds in National Parks has been reported and to meet the demand many improvements and extensions have been undertaken. New campground shelters or other amenities were provided in Mount Revelstoke, Yoho, Banff, Jasper, Elk Island, Prince Albert, Georgian Bay Islands, and Prince Edward Island National Parks in 1948. These improvements included a modern campground at Two Jack Lake—about seven miles northeast of Banff, which will accommodate 100 automobiles and their passengers. The National Parks Service has also undertaken the provision of overnight shelters for the use of youth hostellers making use of the Parks.

#### *Recreational Facilities:*

A number of new developments were undertaken during the past year to increase the opportunities for recreation in the National Parks. Major developments undertaken include a central recreational area at Jasper, which when completed will include an outdoor swimming pool, wading pool, tennis courts, bowling green, athletic field, skating and curling rinks, and a community hall. Good progress on the project has been made and completion of some of the items during the current year is expected. In Banff Park a start was made in the construction of four new tennis courts. A new bowling green was opened in Riding Mountain National Park and another green in Prince Albert Park was completed except for seeding. New greens are also in various stages of construction in Prince Edward Island, Cape Breton Highlands and Fundy National Parks. Measures for the protection of sea bathers, including the provision of life-saving equipment and maintenance of lifeguards, were undertaken at Prince Edward Island and Cape Breton Highlands National Parks. As previously mentioned, a new nine-hole golf course was laid out in Fundy Park and at the end of the 1948 season all greens and tees had been completed and seeded, and most of the fairways seeded as well. An agreement was entered into with a well-known golf course architect providing for consultant services in connection with the maintenance and improvement of all golf courses in the National Parks.

For a number of years planned recreation and a nature information service for visitors have proven popular in Prince Albert and Riding Mountain National Parks. During the summer of 1948 these services were extended to Banff, Jasper, Yoho, Kootenay, and Waterton Lakes National Parks, by the appointment of young college men, who carried out programs of field excursions, lectures and organized sports for these areas. Registrations at the Banff School of Fine Arts reached a new high for 1948, and as an experiment classes were extended to Jasper Park.

Additional equipment was purchased for the children's playgrounds in many of the Parks and other improvements were effected.

As an aid to winter sports, the ski jump in Mount Revelstoke National Park was reconstructed to the latest Olympic requirements and improvements were carried out on the hill below the jump. During the past winter this ski jump attracted many outstanding Canadian skiers as well as those from foreign countries. The first competition held on the hill in 1949 was exceptionally well attended and some outstanding performances were recorded. A site was provided on Mount Norquay in Banff Park for the erection by private enterprise of a modern ski chair lift, which was completed late in 1948 at a cost of \$125,000. This lift, which has proven extremely popular during the past winter, will also be operated during the summer and will afford visitors to Banff with an exceptional view of the Bow Valley and the surrounding mountains.

### *Publicity and Information:*

In the reorganization of the Department of Mines and Resources carried out in the autumn of 1947, publicity and information services for all branches of the Department were centralized under the Deputy Minister's office. In preparation for a year of increased travel, the publicity effort for National Parks and Historic Sites was directed through four main channels: Departmental publications, press and magazine material, pictorial presentations, and addresses both direct and by radio. Publications consisting of brochures, pamphlets, folders and leaflets were provided in greater quantities and secured wider distribution.

in co-operation with the National Film Board new coloured sound 16 mm. motion pictures portraying the scenic and recreational features of individual National Parks were produced and more prints made available to secure larger audience attendance. The Canadian Government Travel Bureau has assumed full responsibility for a broader distribution of these films outside of Canada.

Several National Parks films were broadcast by television stations in the United States and our new films are being produced with this new field in mind. Through the co-operation of National Park officials the National Film Board extended its Tourist Promotion Program into a number of Park campgrounds and other locations during the past summer.

New pictures and kodachrome slides were secured for the still photo library where a complete revision is in progress to increase and to bring the supply of photo subjects up-to-date.

Attractive displays were arranged in co-operation with the Canadian Government Exhibition Commission at the Canadian National Exhibition, Toronto, the Pacific National Exhibition, Vancouver, and the Western Fair at London. Departmental officers were in attendance at these Exhibitions to distribute National Parks publications and maps and answer special enquiries. A special National Parks display was arranged for the meeting of the Canadian Junior Chamber of Commerce (Region VI) at Ottawa and a permanent display was installed in the foyer of the Royal York Hotel in Toronto.

The National Parks Service also co-operated with the Canadian Government Travel Bureau by furnishing personnel to assist in the dissemination of information at travel shows being held during the late winter and early spring of 1949 in the western United States. Supplies of National Parks publications were also furnished for distribution at these shows.

Addresses to various clubs and associations on National Parks subjects and over the radio were delivered and material of this nature supplied to outside speakers.

### *Wildlife Investigations*

During the summer of 1948 field investigations were conducted in a number of the National Parks by mammalogists and limnologists of the Dominion Wildlife Service. The study of the number and habits of mammals and the food habits of predators which commenced in 1943, was continued in some of the western Parks. Investigations of Park waters were undertaken in nine National Parks in an effort to improve the sport fishing possibilities. These included studies in Fundy Park in New Brunswick where several lakes were investigated and in most of the western National Parks where previous investigations were continued.

An important feature that has materially aided the co-operation of the Dominion and the Provinces in the administration of wildlife resources is a series of joint wildlife conferences that have been held in Ottawa at the call of the Minister of this Department. Formerly held every two or three years, these meetings of Provincial and Dominion officers concerned with wildlife are now



being held annually. These gatherings provide an opportunity for informal discussions of the numerous problems that arise in connection with wildlife conservation and they also enable the responsible officers to become acquainted personally and to develop a spirit of close co-operation.

The Minister in charge of the Canadian Travel Bureau also invites to Ottawa annually those Provincial Ministers and officials concerned with the promotion of tourist travel. The ideas concerning wildlife which develop during the tourist conferences are discussed at the wildlife conferences and vice versa.

### *National Historic Parks and Sites*

Considerable development work was undertaken during the year at some of the National Historic Parks to increase their attraction for visitors. A new entrance road was constructed at the Fortress of Louisbourg Historic Park in Nova Scotia and additional excavation work carried out on the ruins. An addition to the attractive museum at Fort Beausejour Historic Park in New Brunswick was undertaken to house the wealth of new historical material relating to the Isthmus of Chignecto. This new wing will be officially opened to the public during the coming summer. Improvements were also effected at the Fort Wellington Historic Park museum at Prescott, Ontario.

Additional memorials, commemorating events and persons notable in the history of the country, were erected, including a monument and tablet to the memory of the late Lucy Maude Montgomery at Green Gables in Prince Edward Island National Park. Among others erected were those of the following places:—Fort Dufferin, near Emerson, Manitoba, to commemorate the formation of the North West Mounted Police; Fairfield, near Bothwell, Ontario, to mark the site of the village of Fairfield, destroyed by American forces following the Battle of the Thames, October 5, 1813; Gananoque, Ontario, to commemorate the events which took place there during the war of 1812-14; and Gleichen, Alberta, to commemorate the Indian Chief Crowfoot, of the Blackfoot Confederacy, promoter of friendship with the white men, who died April 25, 1890.

### *Administrative Difficulties*

The foregoing represents some of the brighter features. The administration of National Parks, however, like other public services, presents many problems. The unusual weather conditions experienced last summer have already been mentioned. Although increased funds were available for the purchase of equipment some delays were experienced in obtaining delivery, particularly of heavy mechanical equipment which must be purchased in the United States. Satisfactory labour was still difficult to recruit and retain at the rates which the National Parks Service was able to pay. However, these problems are gradually being overcome and it is hoped that during the coming year the development program may be continued at an accelerated rate.

### *Prospects for 1949*

It is expected that funds in excess of those provided last year will be available for development and maintenance of National Parks during the fiscal year 1949-1950. More than \$4,000,000 has been earmarked for the continuation of highway improvement and for the replacement of bridges. This amount will permit continuation of existing road development programs in the mountain Parks including Banff, Jasper, Kootenay and Waterton Lakes Parks. Reconstruction of the Prince Albert National Park highway in Saskatchewan will be continued and re-alignment and grading of No. 10 Highway through Riding Mountain National Park preparatory to hard surfacing, will also be carried on. Funds are also being provided for additional work on the Cabot Trail in Cape Breton Highlands National Park and for the reconstruction of the Dalvay-Stanhope Road in Prince Edward Island National Park. Improvements to

recreational facilities in Banff and Jasper National Parks are planned. These will include the development of a small recreational area or "parkette" at Banff including tennis courts, bowling green, public pavilion and other conveniences. The development of the recreational areas at Jasper and Fundy Parks will also be continued. Funds are being provided for the construction of low-rental tourist accommodation in Prince Edward Island, Fundy and Cape Breton Highlands National Parks. It is expected that this accommodation will take the form of bungalow cabins which will be rented to concessionaires for operation at rates approved by the Department. Moneys have also been included in the estimates for the improvement and extension of Park camp grounds including a new area in Banff National Park. New Park buildings planned for 1949 include a recreational and golf club-house building in Fundy Park, New Brunswick, a new fire hall at Banff, a museum at Elk Island Park, new administration and Park industrial buildings at Jasper and a new bathhouse and outdoor swimming pool at Radium Hot Springs in Kootenay National Park. Funds have also been earmarked for an extension to existing water and sewer systems at Banff, a new water supply at Field in Yoho National Park and for forest insect control measures throughout the National Parks system.

### *Future Needs of the Parks*

One of the most important factors in National Park administration is the provision of improved highways both within the Parks and leading to the Parks. The Dominion is planning substantial outlays along this line in the National Parks this year which will complement the progress made in 1948. The Provinces are also making some progress with the improvement of roads outside the Parks. Unfortunately, in Southern Alberta last summer, visitors from the United States arriving at the International Boundary on improved hard surfaced highways were met in some cases by roads the conditions of which can only be termed "deplorable". If our National Parks are to receive the patronage which should be expected, a broad program of improvement to the approach roads must be undertaken without delay. The responsibility rests with the Provincial Governments.

Excellent progress has been made both within and outside the Parks in the provision of accommodation for visitors but this feature can still be improved. As previously reported, a number of new sites were made available to private concessionaires and the National Parks Service will be glad to make available additional sites to private enterprise with the necessary capital to develop them.

Scientific investigations as an aid to administration and to provide information about flowers, shrubs, trees, animals, birds, fish and history of the region for the use of visitors are being continued. The program of planned recreation and guided nature trips inaugurated in 1948 in several of the Parks will be extended this year to other areas. There should be a greater realization of the value of wildlife management and of the need of conserving and replenishing the supply of game fish in waters frequented by tourists. The continuation of investigations in this respect will be continued in the Parks this year.

Experience has shown that visitors to the National Parks are showing a disposition to learn more about the natural features and attractions and it is hoped to have available for distribution in greater quantity, special information concerning the flora, fauna, and any unusual phenomena.

May we conclude with the statement that Canada's varied and outstanding facilities for rest and recreation must be regarded as a natural resource to be developed under wise counsel for the benefit of the greatest number of people possible. Canada's National Parks form a valuable natural resource even as our mines, forests and farm lands are natural resources. These Parks constitute

a great natural heritage which may be enjoyed over and over again provided adequate supervision, maintenance and protection are continued. In safeguarding these national properties for present and future maximum use, the co-operation of all visitors is sought by those responsible for the administration of Canada's National Playgrounds.

COMPARATIVE STATEMENT OF VISITORS TO THE NATIONAL PARKS  
FOR THE PERIOD APRIL 1 TO FEBRUARY 28

<i>National Parks</i>	1948-49	1947-48	Increase or Decrease
Banff .....	378,052	319,707	+ 58,345
Cape Breton Highlands .....	25,551	27,507	- 1,956
Elk Island .....	66,451	45,545	+ 20,906
Georgian Bay Islands .....	6,794	4,778	+ 2,016
Glacier .....	562	797	- 235
Jasper .....	71,933	71,516	+ 417
Kootenay .....	68,276	77,505	- 9,229
Mount Revelstoke .....	10,795	11,003	- 208
Point Pelee .....	131,488	107,772	+ 23,716
Prince Albert .....	38,048	34,371	+ 3,677
Prince Edward Island .....	84,333	67,508	+ 16,825
Riding Mountain .....	213,328	174,778	+ 28,550
St. Lawrence Islands .....	27,154	14,299	+ 12,855
Waterton Lakes .....	86,717	147,177	- 60,460
Yoho .....	34,595	31,034	+ 3,561
Sub-total .....	1,244,077	1,145,297	+ 98,780
<i>National Historic Parks</i>			
Fort Anne .....	14,495	11,959	+ 2,536
Fort Beausejour .....	19,007	16,397	+ 2,610
Fort Chambly .....	28,213	26,379	+ 1,834
Fort Lennox .....	2,830	1,303	+ 1,527
Fortress of Louisbourg .....	4,954	4,835	+ 119
Fort Malden .....	12,995	13,360	- 365
Fort Wellington .....	8,390	5,800	+ 2,590
Port Royal Habitation .....	8,975	7,994	+ 981
Sub-total .....	99,859	88,027	+ 11,832
Sub-total .....	99,859	88,027	+ 11,832

8/3/49  
K.R.



## APPENDIX

## NATIONAL AND NATIONAL HISTORIC PARKS

The National and National Historic Parks in Canada include 26 units having a total area of more than 29,000 square miles. The following concise statement, which lists the parks by Provinces, may be of interest for reference purposes.

## NOVA SCOTIA—

*Cape Breton Highlands National Park.* Rugged Cape Breton Island coastline with mountain background. Fine seascapes from park highway. Recreational opportunities. Hotel and bungalow cabin accommodation, within park area. Hotel and boarding-house accommodation adjacent to park. Equipped camp grounds. Established 1936; area, 390 square miles; motor roads, 50·8 miles; secondary roads, 5 miles; trails 28·26 miles.

*Fortress of Louisbourg.* National Historic Park with museum near Louisburg. Ruins of walled city erected by the French 1720-40. Interesting excavations. Established in 1941; area, 339·5 acres.

*Port Royal.* National Historic Park at Lower Granville. Restoration of "Habitation" or first fort built in 1605 by Champlain, De Monts, and Poutrincourt. Established 1941; area, 17 acres.

*Fort Anne.* National Historic Park with museum at Annapolis Royal. Well-preserved earthworks. Established 1917; area, 31 acres.

## NEW BRUNSWICK—

*Fundy National Park.* An area of 79·50 square miles of outstanding scenic and recreational value in Albert County, now under development.

*Fort Beausejour.* National Historic Park with museum near Sackville. Site of early French fort. Established 1926; area 81·3 acres.

## PRINCE EDWARD ISLAND—

*Prince Edward Island National Park.* Strip 25 miles long on north shore of island province. Recreational area; fine beaches. Accessible by highway. Hotel and bungalow cabin accommodation. Equipped camp-grounds. Established 1937; area 7 square miles; motor roads, 14·5 miles; secondary roads, 3·11 miles.

## QUEBEC—

*Fort Chambly.* National Historic Park with museum at Chambly Canton. First built by French, 1665. Established 1941. Area, 2½ acres.

*Fort Lennox.* National Historic Park on Ile-aux-Noix in Richelieu River, near St. John. Established 1941; area, 210 acres.

## ONTARIO—

*St. Lawrence Islands National Park.* Mainland area and 13 islands in "Thousand Islands". Recreational and camping area. Mainland accessible by highway. Islands reached by boat from nearby mainland points. Established 1914; area, 190 acres.

*Point Pelee National Park.* Recreational area on Lake Erie. Camp-grounds, remarkable beaches, unique flora. Resting place for migratory birds. Accessible by highway. Hotel and bungalow cabin accommodation in vicinity of park. Equipped camp-grounds. Established 1918; area, 6.04 square miles; motor roads, 6.5 miles; secondary roads, 2.8 miles.

*Georgian Bay Islands National Park.* Recreational and camping areas. Unique pillars on Flowerpot Island. Accessible by boat from nearby mainland points. Equipped camp-grounds. Established 1929; area, 5.37 square miles.

*Fort Malden.* National Historic Park with museum at Amherstburg. Site of defence post built 1797-99. Established 1941; area, 5 acres.

*Fort Wellington.* National Historic Park with museum at Prescott. Defence post built 1812-13. Established 1941; area, 8½ acres.

#### MANITOBA—

*Riding Mountain National Park.* Playground and game sanctuary on summit of Manitoba escarpment. Fine lakes, summer resort and recreational area. Accessible by highway. Hotel and bungalow cabin accommodation. Equipped camp-grounds. Established 1929; 1,148. square miles; motor roads, 51.6 miles; secondary roads, 52.9 miles; trails, 113.0 miles.

*Fort Prince of Wales.* National Historic Park at Churchill. Ruins of fort built 1733-71. Established 1941; area, 50 acres.

#### SASKATCHEWAN—

*Prince Albert National Park.* Forested region dotted with lakes and interlaced with streams. Summer resort and recreational area. Accessible by highway. Hotel and bungalow cabin accommodation. Equipped camp-grounds. Established 1927; area, 1,496 square miles; motor roads, 67.7 miles; secondary roads, 48.0 miles, fire roads and trails 298.25 miles.

#### ALBERTA—

*Banff National Park.* Magnificent scenic playground in central Rockies. Contains noted resorts, Banff and Lake Louise. Summer and winter sports centre; big game sanctuary. Accessible by rail and highway. Hotel and bungalow cabin accommodation. Equipped camp-grounds. Established 1885; area, 2,585 square miles; motor roads, 180.9 miles; secondary roads, 3.2 miles; fire roads, 103.0 miles, trails, 727.5 miles.

*Jasper National Park.* Mountain playground and game sanctuary. Contains majestic peaks, icefields, beautiful lakes, and famous resort, Jasper. Summer and winter sports. Accessible by rail and highway. Hotel and bungalow cabin accommodation. Equipped camp-ground. Established 1907; area, 4,200 square miles; motor roads, 144.0 miles; secondary roads, 18.5 miles; fire roads, 58.0 miles; trails, 582.5 miles.

*Elk Island National Park.* Fenced preserve near Edmonton containing a large herd of buffalo; also deer, elk and moose. Recreational and camping resort. Established 1913; area, 75 square miles; motor roads, 17 miles; secondary roads, 10 miles; trails, 5 miles.

*Waterton Lakes National Park.* Canadian Section, Waterton-Glacier International Peace Park. Mountain playground with colourful peaks; varied flora and fauna. Accessible by highway. Hotel and bungalow cabin accommodation. Equipped camp-grounds. Established 1895; area, 204 square miles; motor roads, 47.8 miles; secondary roads, 13.5 miles; trails, 146.40 miles.



## BRITISH COLUMBIA—

*Yoho National Park.* On west slope of Rockies. High peaks, beautiful lakes. Yoho and Kicking Horse Valleys. Accessible by rail and highway. Hotel and bungalow cabin accommodation. Equipped camp-grounds. Area, 507 square miles; motor roads, 45.0 miles; secondary roads, 6.5 miles; fire roads, 26.5 miles; trails, 204 miles.

*Kootenay National Park.* Encloses Vermilion-Sinclair section of the Banff-Windermere Highway in Rockies. Broad valleys, deep canyons, hot mineral springs. Hotel and bungalow cabin accommodation. Equipped camp-grounds. Established 1920; area, 543 square miles; motor roads, 61.1 miles; fire roads, 9.5 miles; trails, 156 miles.

*Glacier National Park.* Superb alpine region in Selkirk Mountains. Great peaks, glaciers, forests, accessible by railway only. Camping, skiing, climbing. Established 1886; area, 521 square miles; fire roads, 22.25 miles; trails, 95.5 miles.

*Mount Revelstoke National Park.* Rolling mountain top plateau on west slope of Selkirk Mountains. Accessible by rail and highway. Summer accommodation in park. All year accommodation in nearby town of Revelstoke. Equipped camp-grounds. Established 1914; area, 100 square miles; motor roads, 18.5 miles; trails, 82.5 miles.

## N.W.T. AND ALBERTA—

*Wood Buffalo Park.* Immense region of forests and open plains between Athabaska and Great Slave Lakes. Contains a large herd of buffalo and other game. Established 1922; area, 17,300 square miles, trails, 150.0 miles.





